Aircrafts taken on wet lease by Indian Airlines

496. SHRI M. A. BABY : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether it is a fact that aircrafts were taken on wet lease by the Indian Airlines recently only on the directions of the Aviation Ministry officials;

(b) if so, what are the reasons therefor; and

(c) what are the details of the said deal ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : (a) No, Sir.

(b) and (c) Do not arise.

Quality Control norms for IA

497. SHRI KRISHNA KUMAR BIRLA : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether Government's attention has been drawn to a news item captioned 'IA ignoring quality control norms' as reported in The Times of India dated 25th June, 1993;

(b) if so, the details thereof ; and

(c) the steps Government propose to take to bring stringent check on quality control norms in Indian Airlines ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : (a) Yes, Sir.

(b) The news item has quoted an office note of 5th November, 1992, submitted by four Indian Airlines engineers in charge of quality control. The note deals with the system of approvals to engineers/approved Inspectors. The note does not deal with violation of air safety norms by Indian Airlines.

(c) The norms/procedures for quality control have been defined in the Inspection Manual of Indian Airlines, duly approved by DGCA. The total maintenance activities of Indian Airlines including Quality Control Department is under close surveillance of DGCA. Discrepancies observed are taken up for corrective action by Indian Airlines. Two safety Audit Teams have also been constituted by DGCA, at Delhi and Bombay, which carry out frequent checks at various bases of Indian Airlines and point out any breach of safety norms. The requisite corrective action is taken promptly.

Functioning of Air Taxis

498. SHRI KRISHNA KUMAR BIRLA : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether Government proposes to regulate the functioning of air taxis in the country;

(b) if so, the details thereof;

(c) whether the private air taxi operators are not allowed to publish their flying schedules;

(d) if so, the reasons for discrimination with private airlines operating in the country; and

(e) by when they would be permitted to publish their schedules in accordance with the open sky policy ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : (a) and (b) Air Taxi Operations are governed by the guidelines issued under AIC 24 of 1990 and other instructions issued by the DGCA from time to time.

(c) and (d) Since the Air Taxi operations are non-scheduled/charter basis, the operators are not allowed to publish flight schedules.

(e) After the proposed repeal of the Air Corporations Act, 1953, there will be no bar on publication of schedules by air taxi operators.

Shortage of pilots on Andaman and Nicobar Islands and Ladakh routes of Indian Airlines

499. MISS SAROJ KHAPARDE : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether it is a fact that tourists visiting the Andaman and Nicobar islands and Ladakh had a harrowing experience on being marooned in these places due to acute shortage of Pilots for these routes served by the Indian Airlines as per the news item titled "Tourists to Andaman & Nicobar, Ladakh a harassed lot" which appeared in the Hindustan Times, dated 3-6-93;

(b) if so, what are the details in this regard; and

(c) what remedial steps Government have taken in the matter ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : (a) and (b) In May 1993 two flights of Calcutta-Port Blair-Calcutta route were

cancelled due to non availability of crew. On the Delhi-Leh route three flights were cancelled due to bad weather.

(c) Indian Airlines has operated two additional flights on Calcutta-Port Blair-Calcutta route and eight additional flights on Delhi-Leh-Delhi route in May 1993 to cater to passenger demand.

Preventive measures for safe aircraft operation

500. MISS SAROJ KHAPARDE: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether the DGCA has recently asked both the Indian Airlines and Air India, Air Taxi Operators, NAA and IAAI to ensure necessary preventive measures for safe aircraft operations in the country in view of the monsoons;

(b) if so, the details thereof; and

(c) the detrails of the preventive measures taken by the above mentioned organisations for safe aircraft operation in the country?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) and (b) Yes, Sir. DGCA had issued instructions to take safety measures which, among others, include making use of instrument landing facilities, following of weather minima, maintaining serviceability of navigational and communication aids, communication of latest weather information to aircraft, ensuring serviceability of approach lights, runway lights and taxi track lights. Operators were advised to re-check all pilots, who acquired command rating after 1-4-92 regarding their flying proficiency in monsoon weather.

(c) The flying proficiency checks of the pilots who acquired command rating after 1-4-92 have since been carried out. Other preventive measures are being taken by the concerned organisations.

Passengers carried by Indian Airlines and Air Taxi Operators

501. SHRI PRAMOD MAHAJAN: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) what is the total number of passengers carried by Indian Airlines and number of its aircrafts with it; and

(b) what is the total number of passengers carried by Air Taxi Operators and number of its aircrafts with it?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) Indian Airlines carried 78.21 lakh passengers during the year 1992-93 with an operational fleet of 54 aircraft.

(b) During 1992-93, Air Taxi Operators carried approximately 7.26 lakh passengers. Since Air Taxi operations are in the nature of charter/non-scheduled operations, the exact number of aircraft deployed by various operators during this period cannot be quantified readily.

Impact of Air Taxi Operations on I.A.

502. SHRI PRAMOD MAHAJAN: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Indian Airlines have made any study of likely impact of Air Taxi Operators on its working;

(b) if so, what are the details thereof; and

(c) if not, what are the reasons therefor?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) and (b) Based on traffic details of April to June 1993, Air Taxi Operators have carried about 20% of the total domestic air traffic, while the market size has remained stationary. The operations by Air Taxi Operators are mainly concentrated on highly profitable routes thus having an adverse impact on Indian Airlines profitability.

(c) Does not arise.

Repealing of Air Corporation Act, 1953

503. SHRI PRAMOD MAHAJAN: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Government proposes to repeal Air Corporation Act, 1953;

(b) if so, what are the details thereof; and

(c) if not, what are the reasons therefor?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) and (b) Yes, Sir. For this purpose the Air Corporations (Transfer of undertakings and Repeal) Bill, 1992 was introduced in the Lok Sabha, on the 4th May, 1992.

(c) Does not arise.

Modernisation of Air Traffic Control Systems

504. DR. SANJAYA SINH: Will the Minis-